ASOS (XPO LOGISTICS), BARNSLEY

TRANSPORT STATEMENT

ON BEHALF OF

13 October 2017

Our Ref: NK018641

RPS
Sherwood House
Sherwood Avenue
Newark on Trent
Nottinghamshire
NG24 1QQ

Tel: 01636 605 700
Fax: 01636 610 696

QUALITY MANAGEMENT

Prepared by:	**Adrian McHale**
Authorised by:	**Damian Meehan**
Date:	**13/10/2017**
Project Number/Document Reference:	**NK018641-TS2**

COPYRIGHT © RPS

The material presented in this report is confidential. This report has been prepared for the exclusive use of XPO Logistics Inc and shall not be distributed or made available to any other company or person without the knowledge and written consent of RPS.

CONTENTS

QUALITY MANAGEMENT **2**
CONTENTS **3**
1 INTRODUCTION **4**
1.1 Purpose of Report 4
2 PLANNING POLICY & GUIDANCE **5**
2.1 Overview 5
2.2 National Planning Policy 5
2.3 Local Planning Policy 6
2.4 Conclusion 7
3 DEVELOPMENT SITES AND SURROUNDS **8**
3.1 Site Location and Use 8
3.2 Existing Pedestrian Provision 8
3.3 Existing Cycle Provision 10
3.4 Existing Public Transport Provision 12
3.5 Existing Modal Share 14
3.6 Existing Road Network 14
3.7 Accessibility Summary 15
4 DEVELOPMENT PROPOSALS **16**
4.1 Proposal 16
4.2 Trip Attraction/Generation 16
5 ACCIDENT ANALYSIS **17**
6 SUMMARY & CONCLUSION **18**
6.1 Summary 18
6.2 Conclusion 18
APPENDICES **19**

APPENDIX A: BUS SERVICE INFORMATION
APPENDIX B: METRO RAIL SERVICE INFORMATION
APPENDIX C: PROPOSAL DRAWINGS
APPENDIX D: ROAD ACCIDENT ANALYSIS

1 INTRODUCTION

1.1 Purpose of Report

1.1.1 RPS is appointed by XPO Logistics Inc as highway and traffic consultants to produce a Transport Statement (TS) in relation to a proposed emergency access at the existing ASOS (XPO Logistics) distribution centre on the eastern side of the Houghton Main Colliery Roundabout on A6195 Park Spring Road, Barnsley.

1.1.2 The emergency access is for emergency needs only and will not impact upon existing operation (staff numbers and shift patterns) and hence traffic generation, is not changing and the impact on the greater road network is neutral.

2 PLANNING POLICY & GUIDANCE

2.1 Overview

2.1.1 This section considers the relevant national transport planning policy framework for the site and surrounding area with regard to the development proposed. It also considers relevant policies contained within the statutory Development Plan and other local planning policy guidance from a transportation perspective.

2.1.2 The following policies and documents have been consulted when producing the TS:

- Department for Communities and Local Government, National Planning Policy Framework, March 2012;
- PPG Transport Evidence Bases In Plan Making and Decision Taking, March 2015;
- PPG Travel plans, transport assessments and statements in decision-taking, March 2014;
- The third South Yorkshire Local Transport Plan (Sheffield City Region Transport Strategy: 2011-2026), April 2011;
- Land Use Planning and Public Transport: A Developer Guide (Archived).

2.2 National Planning Policy

2.2.1 In March 2012, the Government introduced the National Planning Policy Framework (NPPF) signalling a step change in national planning policy.

2.2.2 One of the fundamental changes proposed within the NPPF is the general 'presumption in favour of sustainable development when the social, economic and environmental benefits are clearly defined underpinning policy development and the decision making process'. (NPPF Paragraph 14).

2.2.3 In the context of the decision making process this general presumption means approving development that accords with development plans without delay and where relevant policies of the development plan are out of date, granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

2.2.4 **Core Principle 4** states that for all planning decisions it is expected that safe and suitable access to the site can be achieved for all people. Encouragement is given to solutions which support reductions in greenhouse gas emissions and levels of traffic congestion, such as opportunities for more sustainable modes of transport.

2.2.5 Paragraph 32 of the NPPF states 'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether':

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.2.6 Paragraph 35 requires that developments "should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter".

2.2.7 **Core Principle 8** details the role of the planning system in creating healthy and inclusive communities, a matter that is underpinned by modes of transport in and near localities.

Planning Practice Guidance (PPG)

2.2.8 Following the issue of the NPPF, Government produced specific guidance relating to the NPPF known as Planning Practice Guidance (PPG). The sections 'Transport Evidence Bases In Plan Making and Decision Taking', March 2015 and 'Transport Evidence Bases In Plan Making and Decision Taking', March 2014 specifically address transportation planning issues and Paragraph 23 of the NPPF.

2.2.9 Whilst the 'Transport Evidence Bases In Plan Making and Decision Taking' section of the PPG places onus on Councils to prepare 'off the shelf' Transport Assessments to speed up the planning process and aid development, it does recognise there will be instances when a ready-made plan is not available (Travel plans, transport assessments and statements in decision-taking) and 'it may also be useful in plan-making if local planning authorities are of the view that Transport Assessments can beneficially inform their Local Plans (for example, in order to facilitate the use of sustainable modes of transport).'

2.2.10 The section 'Travel plans, transport assessments and statements in decision-taking' therefore, expands slightly on the 'Overarching Principles on Travel Plans, Transport Assessments' and further expands on their content in subsequent sections.

2.3 Local Planning Policy

2.3.1 Local transport policy is outlined in the third South Yorkshire Local Transport Plan (known as the 'Sheffield City Region Transport Strategy: 2011-2026). The document outlines transport strategy and investment priorities for Barnsley, Doncaster, Rotherham and Sheffield for the 15 year period. The document underpins local planning policy, including the Core Strategy, and aims to:

- Support economic growth
- Enhance social inclusion and health
- Reduce emissions from vehicles
- Maximise safety and security

- Provide excellent road, rail and air links to/from South Yorkshire
- Provide a well managed and enhanced road network that facilitates the free movement of goods

2.3.2 LTP3 seeks to influence land use planning by locating development so that the need to travel is reduced, accessibility is maximised and local infrastructure is appropriate to the needs of the development type.

2.3.3 The archived South Yorkshire Passenger Transport Executive (SYPTE) document 'Land Use Planning and Public Transport: A Developer Guide' seeked to:

- Support developers in designing a sustainable site
- Highlight public transport interventions and incentives available

2.3.4 The SYPTE guidance aims to:

'***…prevent dependency on the private car, it is important that attractive public transport as well as walking and cycling links are in place, supported by incentives to use them.***'

2.3.5 SYPTE promoted developments that provide good connections to existing sustainable route corridors. SYPTE guidance states to be deemed accessible a development must be within 400m (5-minute walk) of public transport facilities.

2.4 Conclusion

2.4.1 The development proposal meets relevant adopted local and national policy requirements.

3 DEVELOPMENT SITES AND SURROUNDS

3.1 Site Location and Use

3.1.1 The existing ASOS (XPO Logistics), Barnsley site is located as the crow flies 6.4km east of Barnsley or 11-13km by road, adjacent to the A6195 Park Spring Road and takes access via the Houghton Main Colliery Roundabout. The ASOS building is located in close proximity to several villages with Grimethorpe 3km north on Park Spring Road, Great Houghton at 2.8km via Chapel Lane and the Sandhill Golf Club or 4km by road, Darfield at 4km by road, Thurnscoe at 5.2km by road and Goldthorpe 5.6km via the A635 or 6.8km via Thurnscoe. The location of the ASOS building is shown in **Figure 1**. The proposed emergency access is located to the south west of the building and the eastern side of Park Spring Road.

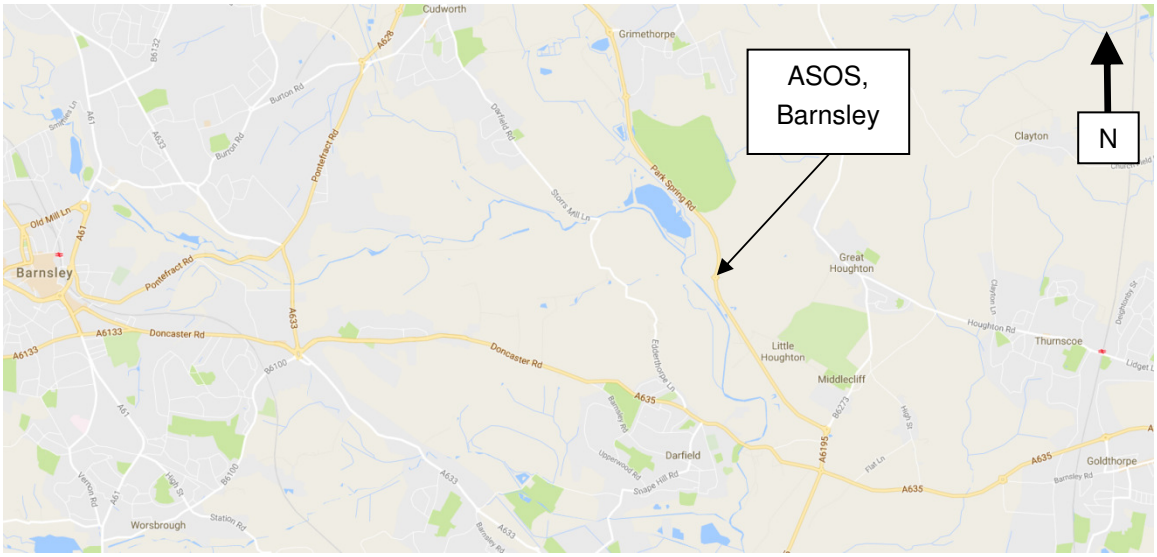


Figure 1: Location Plan

3.2 Existing Pedestrian Provision

3.2.1 Walking is widely regarded as the most sustainable form of transport and is considered appropriate for journeys up to 2.5km (30 minutes) in length. Furthermore, walking is particularly suited as an alternative to car trips of under 2km (25 minutes) and capable of integration with all forms of transport for journeys further afield.

3.2.2 Immediate pedestrian demands are served by 2m wide footways alongside Park Spring Road which lead directly to the nearest bus stops. There is also a flight of steps from the ASOS car park that ensures the southbound bus stop (**Photograph 1**) is only 100m (1 & ¼ minutes) walk from the ASOS offices. The corresponding northbound bus stop is 250m (3 minutes) walk from the ASOS offices.



Photograph 1 – Park Spring Road Southbound Bus Stop

3.2.3 Within the comfortable walking threshold, a small (0.5m wide, 250m long) unmade footpath 900m (10-11 minutes) walk south of the ASOS offices facilitates access to the small village of Little Haughton (2km, 25 minutes walk). A further bus stop is located at the eastern (village) end of the footpath 1.2km (15 minutes) walk from the ASOS offices.

3.2.4 A shorter (40m long) and slightly wider unmade footpath (1-2 m wide) (**Photograph 2**) opposite the aforementioned footpath on the other side of Park Spring Road facilitates access to Little Haughton via Ings Lane. Whilst this is a 200m (2 - 3 minutes) detour it may be considered by some as a more preferable route.



Photograph 2 – Footpath to Ings Lane

3.2.5 Whilst Little Houghton is the only residential area within the comfortable walking threshold, it is noted that the previously mentioned villages particularly Grimesthorpe and Great Houghton, are just beyond the threshold and may be considered walkable by some and there is a good network of footways and footpaths connecting these destinations.

3.2.6 The principle of foot access has however been agreed previously during the planning stage for the now existing ASOS site and the above update is for information only.

3.3 Existing Cycle Provision

3.3.1 As with walking, cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Cycling is particularly suitable for trips under five kilometres and trips of 30-40 minutes are also considered acceptable for commuting purposes. Cycling can link to public transport facilitating sustainable journeys further afield.

3.3.2 Although not signed as such the 2.5-4m wide path just north of the southbound bus stop which runs parallel to Park Spring Road shown in **Photograph 1** is indicated on cycle route planning web sites as a off road cycle route (**Photograph 3**) to the residential Grimethorpe (3km 10 minutes cycle to the north of the site access).



Photograph 3 – Path to Grimethorpe

3.3.3 Other residential areas are also within comfortable cycling distance. For example: Great Houghton at 2.8km (10.5 minutes) via Chapel Lane and the Sandhill Golf Club or 4km (12 minutes) by road; Darfield at 4km (12 minutes) by road; Thurnscoe at 5.2km (15 minutes) by road and Goldthorpe 5.6km (16-17 minutes) via the A635 or 6.8km (20 minutes) via Thurnscoe.

3.3.4 The nearest rail station to the ASOS offices is located in Thurnscoe and in the main can be reached by relatively quiet roads. A 900m section of the A6195 Park Spring Road to the short path to Ings Lane, Little Houghton, Middlecliffe, Billingley Lane, Houghton Road to Thurnscore

and the short path can be avoided by using the 2km section of the A6195 Park Spring Road to its roundabout with Rothertham Road (Middlecliffe).

3.3.5 The town of Barnsley at 11-13km (30-40 minutes) cycle at a slow pace is also considered within an acceptable commuting cycling distance. Additional Rail national services are available in the city.

3.3.6 Barnsley rail station is 14km (42 minutes) from the site via a section of the National Cycle Network (NCN) Route 62/67 which is off road entirely (following a disused railway line) from just south of Broomhill (north Brampton) to the Pontefract Road in Barnsley. The NCN Route 62/67 route map is reproduced in **Figure 2**.

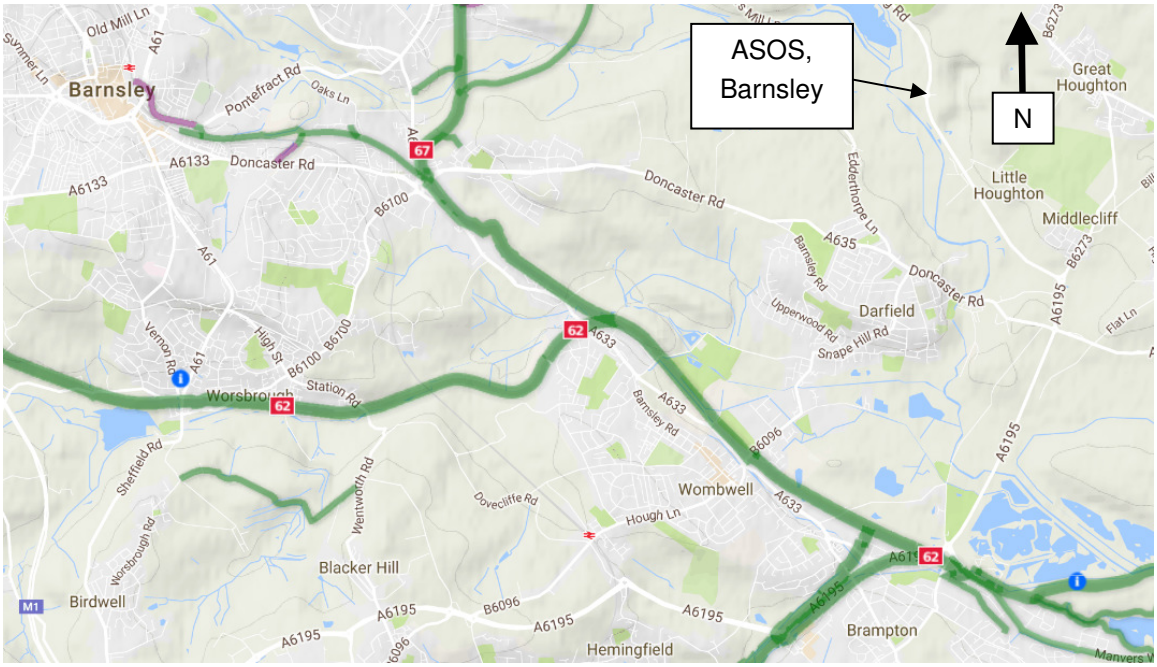


Figure 2: NCN Route 62/67

3.3.7 The station may also be reached more directly (in 12km) by the A635 Doncaster Road however this route would only be used by the most experienced of commuter cyclist.

3.3.8 Whilst not part of this current proposal, it is also considered there is longer term potential for the disused rail line directly opposite the ASOS site to be opened to cyclists, establishing a 8.6km (25 minutes) cycle route to Barnsley rail station.

3.3.9 There are also several other villages and towns within this acceptable commuting cycling distance of the ASOS offices and there is evidence that cyclist use the comprehensive networks of footways and footpath to travel between them.

3.3.10 To encourage the cycling mode among their staff (**Photograph 4**) ASOS currently provide 50 covered and secure bike racks and showering, changing and locker facilities at their site.



Photograph 4 – Secure Cycle Parking

3.3.11 The principle of cycle access has however been agreed previously during the planning stage for the now existing ASOS site and the above update is for information only.

3.4 Existing Public Transport Provision

Bus Services

3.4.1 Bus stops and bus services are available almost immediately to the staff of ASOS with a northbound bus stop being located at the bottom of a flight of steps from the ASOS car park, 100m (1 & ¼ minutes) walk from the office with the corresponding southbound bus stop just 250m (3 minutes) walk from the ASOS offices.

3.4.2 These stops are served by the numbers 26/27, 28/C, 30a, 208, 216 and 219/A from Stagecoach. Route maps and timetables for these services (downloaded 18 August 2016) can be found in **Appendix A** and are summarised in **Table 1**.

Service	Route	General Frequency	Journey Times	
26/ 27	**Barnsley Interchange - Wombwell**	M-F (05:54-23:38) Every 20-40 mins Post 17:15 Services do not stop in G&L Houghton	Barnsley	37 mins
	Via Hoyle Mill, Cundy Cross Lundwood, Cudworth, Shafton , Brierley, Grimethorpe, ASOS, Darfield, Low Valley (26 stops in Great Houghton and Little Houghton)		Lundwood	30 mins
			Grimethorpe	5-13 mins
			Darfield	8/18 mins
			Wombwell	16/26mins
28/ 28C	**Barnsley Interchange - Pontefract Bus Stn**	M-F (05:36-23:37) Hourly	Barnsley	25 mins
	Via /hoyle Mill, Cundy Cross, Lundwood, Cudworth, Shafton, ASOS, Grimethorpe, Brierley, Hemsworth, Kinsley, Fitzwilliam, Ackworth Moor Top, High Ackworth, Featherstone, Purston Jaglin		Lundwood	17 mins
			Cudworth	12 mins
			Grimesthorpe	5-11 mins
			Hemsworth	26 mins
			Pontefract	58 mins
30a	**Barnsley Interchange - Grimethorpe**	M-F 21:47 & 22:47 SB (From City) 07:13, 22:11 & 23:11 NB (To City)	Barnsley	25 mins
	Via Hoyle Mill, Cundy Cross, Lundwood, Cudworth, Shafton, ASOS		Cudworth	12 mins
			Grimethorpe	6-12 mins
208	**Rotherham - Grimethorpe**	3 per day in each direction	Rotherham	50 mins
	Via Parkgate, Rawmarsh, Warren Vale, Swinton, Alwick uopm Dearne, Manvers, Bolton Upon Dearne, Mexborough, Hihgate, Billinglet, ASOS		Swinton	35 mins
			Goldthorpe	15 mins
			Grimethorpe	6 mins
216	**Goldthorpe - Girmesthorpe**	One Per Day (14:43 WB and 15:10 EB)	Goldthorpe	18 mins
	Via Highgate, Thurnscoe, Great Houghton, Middlecliffe, ASOS		Thurnscoe	10 mins
			Midleliffe	3 mins
			Grimethorpe	7 mins
219/A	**Barnsley - Doncaster**	Two Per Day in each direction	Barnsley	27 mins
	Via Kendray, Stairfoot, Ardley, Darfiel, ASOS, Middlecliffe, Great Houghton, Thurnscoe, Goldthorpe, Barnburgh, Harlington, Barnburgh, High Melton, Spotborough		Stairfoot	20 mins
			Ardlesy	17 mins
			Great Houghton	9 mins
			High Melton	42 mins
			Doncaster	1h 8 mins

Table 1: Local Bus Services

3.4.3 It is noted that in the short time since the preparation of a Transport Statement (30 August 2016) bus operational hours, frequencies and services have increased.

3.4.4 Whilst the principle of access to the site by bus has been agreed previously during the planning stage for the now existing ASOS site the above has been provided for information purposes and highlights the improving situation.

3.4.5 Further information including journey planning and live departures (Real Time Passenger Information) both web based and smart phone application based can be found at:

http://www.travelsouthyorkshire.com

Rail Services

3.4.6 The nearest rail station to the ASOS offices is in Thurnscoe at 5.2km (15 minutes) cycle on mainly relatively quiet roads. The station is located on the Leeds to Sheffield 'Metro' line, with the franchise currently being operated by Northern Rail. The 'Metro' time table down loaded 15 May 2017 in **Appendix B**.

3.4.7 Additional national rail services are available at Barnsley rail station which is a 14km (42 minutes) from the site via a section of the National Cycle Network (NCN) Route 62/67 which is off road entirely (following a disused railway line) from just south of Broomhill (north Brampton) to the Pontefract Road in Barnsley.

3.4.8 Details of all metro and national rail services can also be found on the Travel South Yorkshire web site.

http://www.travelsouthyorkshire.com

3.5 Existing Modal Share

3.5.1 The agreed 2012 Traffic Statement for the expansion of the ASOS warehouse summarised a travel survey of 600 of the 682 staff on site. This demonstrated that travel behaviour was reasonably sustainable with only 51% of the staff driving to the site. The summary results are reproduced in **Table 2**.

Mode	
Walk	0.7%
Cycle	1.5%
Bus	13.3%
Motorcycle	2.5%
Car Passenger	17.6%
Dropped Off	11.2%
Car Driver	51.0%
Unknown	2.2%

Table 2: Site Modal Split

3.5.2 Compare this with the 2011 Census for the surrounding area where results that 71% of journeys were by private car.

3.5.3 The proposal does not change the trip generation to the site or its modal share and the above has only been provided for information.

3.6 Existing Road Network

3.6.1 Access to the ASOS site is from Houghton Main Colliery roundabout, a four arm roundabout (only 3 arms are currently trafficked) with the A6195 Park Spring Road. The site access is subject to a 30mph speed limit.

3.6.2 The A6195 Park Spring Road is a single carriageway road subject to national speed limit. The road is of relatively recent construction, is of a high standard, 7.5m wide with 1m hard shoulders and generous footway provision and benefits of street lighting in the vicinity of the ASOS site. The route is a bus corridor with typical service provision of three buses per hour in each direction during the day.

3.6.3 To the north, the A6195 Park Spring Road provides access to Grimethorpe approximately 3km from the site and connections to other settlements.

3.6.4 2km south of the ASOS site roundabout the A6195 Park Spring Road connects with the B6273 which provides road connections to Middlecliffe, Little Houghton, Great Houghton and Thurnscoe etc.

3.6.5 400m south of this roundabout the A6195 connects with the A635 Doncaster Road at another roundabout. The Doncaster Road provides a direct route to Barnsley City Centre (11km) and several other settlements.

3.6.6 The A6195 continues south for access to further settlements and links with the M1 at Junction 36 around 13km from the site.

3.7 Accessibility Summary

3.7.1 Whilst the ASOS site is relatively isolated for access by foot as evidenced in the staff travel survey, with 0.7% of staff walking to work, the site is well linked by bus and within cycling distance of significant settlements and rail stations. Furthermore, provision by ASOS of secure cycle storage showering, changing locker provision, promotion of car share schemes and the cycle to work scheme and current car parking levels are positively influencing the modal split of employees. This is evidenced by only 51% of staff driving to work compared to the 2011 Census observed 71% car usage in the surrounding area; demonstrating the sustainable travel behaviour of the ASOS operations.

3.7.2 Principles of site accessibility have however already been agreed during the planning stage for the now existing ASOS site the above updates has been provided for information purposes and highlights the improving situation.

4 DEVELOPMENT PROPOSALS

4.1 Proposal

4.1.1 Whilst the existing site access is via the existing ASOS roundabout with Park Springs Road, for emergency purposes only it is proposed to establish a secondary access to eastern side of Park Spring Road to the south west of the ASOS building as shown by the drawings in **Appendix C**. Although the access will be for emergency purposes only, the drawings demonstrate that a 2.4 x 120m visibility splay can be achieved.

4.1.2 It must be noted that this access would be used in the event of an emergency only and would not affect the already approved day to day operations at the site.

4.1.3 It is also envisaged that in addition to the gates which control entry into the ASOS, ensuring security and the emergency only status of the access, removable bollards would be strategically sited to ensure there is no parking in front of the gates.

4.2 Trip Attraction/Generation

4.2.1 As stated above the proposals are for emergency purposes only and would not affect the already approved day to day operations at the site.

4.2.2 Nothing directly influencing the demonstrated sustainable travel behaviour of employees will change.

4.2.3 As has been demonstrated ASOS already encourage sustainable travel behaviour by their employees providing secure cycle storage, showering, changing, locker facilities and actively promote car share and cycle to work schemes.

5 ACCIDENT ANALYSIS

5.1.1 All non damage road accidents within 1km of the site in the last 5 years of data (2011-2015) were analysed for this report and whilst it was found that there was only 6 accidents due to the high speed nature of the road 3 of these were serious, however these accidents occurred some distance away from the ASOS roundabout and would not be affected by the proposals. Full ammonised details of the road traffic accidents can be found in **Appendix D**.

5.1.2 The current proposals are for emergency events only however, and would not affect the day to day road safety of the area and in the event of an emergency would improve the safety of the site personnel and emergency operators.

6 SUMMARY & CONCLUSION

6.1 Summary

6.1.1 This Transport Statement (TS) has been prepared in support of the proposal by XPO to Logistics to establish an emergency only access to Park Springs Road at the south west corner of the existing (XPO Logistics) distribution centre on the eastern side of the Houghton Main Colliery Roundabout on A6195 Park Spring Road, Barnsley.

6.1.2 It must be noted that this access would be used in the event of an emergency only and would not affect the already approved day to day operations at the site.

6.1.3 Nonetheless this report has found that whilst the travel behaviour to the existing site is highly sustainable, where only 51% of staff travel to work by car compared to 71% of those by the local resident population, demonstrating the sustainable travel characteristic of the current employees.

6.1.4 Furthermore, whilst an analysis of the limited accidents (just 2 slight accidents directly at the ASOS roundabout), the current proposals are for emergency events only however, and would not affect the day to day road safety of the area and in the event of an emergency would improve the safety of the site personnel and emergency operators

6.2 Conclusion

6.2.1 The proposals for emergency purposes only will not result in additional car bourne trips and will not affect the day to day road safety of the area. Therefore, RPS believes that the highways consultation should record ‘no objection’. This Transport Statement is hereby commended to BMBC as accompanying information to the detailed planning application for an emergency access to support operations at the ASOS, Barnsley offices.

APPENDICES

Appendix A: Bus Service Information

Appendix B: Metro Rail Service Information

Appendix C: Proposal Drawings

Appendix D: Road Accident Analysis